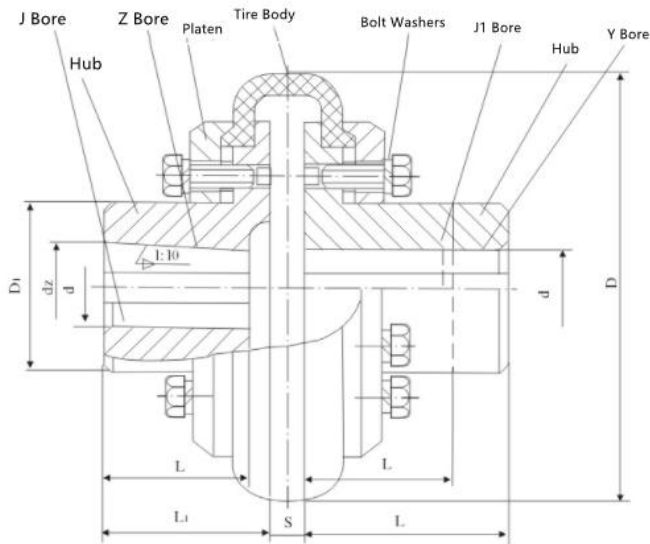


Type A



This is a kind of highly elastic coupling with good shock absorption and excellent axial offset compensation performance

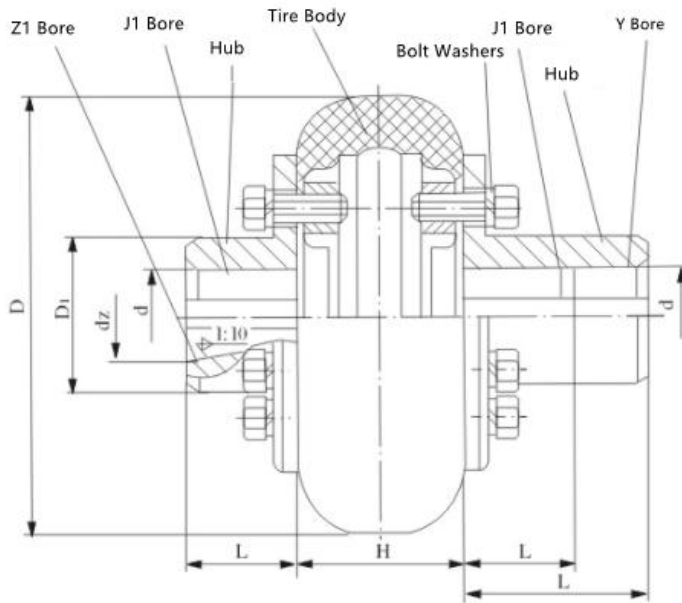
Type A Tire coupling main dimension and parameters (JB/T10541-2005)

Size	Main Dimension			Screws Number Md*L	Bore Dia d-dz	Bore Length		Allowable Torque Tn Nm	Allowable Speed n r/min	Moment of Inertia kg. m ²	Weight kg
	D	D1	S			L	L1				
					Y	J1 J	Z				
A-10	60	20	4	12-M4*10	6~11	16~25	-	10	5000	0.0004	0.35
A-20	100	36	8	12-M6*20	8~19	14~42	35	20	5000	0.005	1.33
A-30	135	48	12	12-M8*25	18~28	30~62	35~50	80	4000	0.022	3.4
A-40	180	64	18	12-M10*30	25~38	44~82	50~65	160	3150	0.071	7.4
A-50	210	80	18	16-M10*40	32~50	60~112	65~90	315	2800	0.154	13.4
A-60	265	100	24	16-M12*40	40~56	84~112	90	630	2500	0.46	22.6
A-70	310	120	28	16-M16*50	48~75	84~142	90~120	1250	2000	1.86	34.8
A-80	400	150	38	16-M20*60	60~95	107~172	120~145	2500	1600	3.57	74.3
A-90	450	190	42	20-M20*70	80~125	132~212	145~180	5000	1250	6.47	111
A-100	550	230	52	24-M24*80	100~150	167~252	180~220	10000	1000	17.55	191
A-110	700	280	70	32-M30*90	130~180	202~302	220~270	20000	800	54.1	373

Note:

1. The shaft bore of the two hubs can be Y, J and J1 bores as required, but Z and J bores can't be used at both ends at the same time.
2. If Z type shaft bore is used, the dimension of S should be considered.

Type B



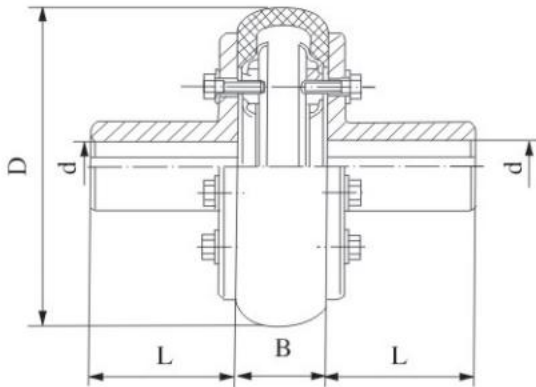
This is a kind of highly elastic coupling with good shock absorption and excellent axial offset compensation performance

Type B Tire coupling main dimension and parameters (JB/T10541-2005)

Size	Main Dimension			Screws Number Md*L	Bore Dia d-dz	Bore Length	Allowable Torque	Allowable Speed	Moment of Inertia kg. m ²	Weight kg
	D	D1	H			L	Tn	n		
					Y J1 Z1		Nm	r/min		
B-10	60	20	26	12-M4*12	6~11	16~25	10	5000	0.0003	0.4
B-20	100	36	32/37	12-M6*18	10~19	25~42	50	5000	0.0035	1.5
B-30	120	44	39	12-M8*20	16~24	30~52	100	4500	0.01	2.2
B-40	140	50	45	12-M10*20	22~35	38~82	160	4200	0.021	3.1
B-50	160	60	51	12-M10*22	25~38	44~82	224	4000	0.031	5
B-60	185	70	58	12-M12*25	30~45	60~112	315	3600	0.07	8.1
B-70	220	85	68	12-M12*28	35~50	60~112	500	3200	0.15	13
B-80	265	110	82	12-M12*32	40~56	84~142	800	2600	0.3	22
B-90	310	120	106	12-M16*40	45~71	84~142	1250	2200	0.75	35
B-100	340	135	106	12-M16*45	55~75	81~142	1600	2000	1.1	51
B-110	400	150	124	12-M20*50	60~85	107~172	2250	1800	2.2	69
B-120	445	190	140	12-M20*56	80~120	132~212	5000	1600	4.4	110
B-130	550	238	172	16-M24*71	100~150	167~252	10000	1200	14	190
B-140	700	318	220	24-M24*71	130~200	202~352	20000	1000	38	340

Note: The hub at both ends can't use Z1 bore at the same time

Type U



Structural properties:

The rubber element (tire body) is vulcanized and bonded to the metal pressure plate, and is directly connected with the two hubs with bolts during assembly.

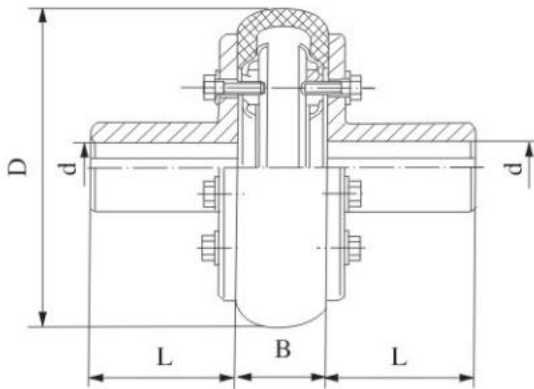
Flexible, large damping and large compensation.

Simple structure and easy assembly. There is no need to move the coupling axially to change the tire body.

Disadvantage: As the torsion angle increases, considerable axial force is generated on the middle driven shaft.

Size No.	Rated Torque (Nm)	Instantaneous maximum torque (Nm)	Max. Allowable Speed (r.min ⁻¹)		Diameter of Finish Dore (d ₁ ,d ₂ ,d ₂ /mm)		Length of Finish Dore (d ₁ ,d ₂ ,d ₂ /mm)		D (mm)	B (mm)	Allowable compensation			Weight (Kg)	Rotary Inertia-J (Kg.m ²)
			Cast Icon	Steel	Cast Icon	Steel	Y type	J, J ₁ type			Axial	Radial	Angular		
U-1	10	31.5	3500	5000	11	11	25	22	80	20	1.0	1.0	1°	0.7	0.0003
					12,14	12,14	32	27							
					16	16,18	42	30							
U-2	25	80	3000	5000	14	14	32	27	100	26	1.6	2.0	1°	1.2	0.0008
					16,18,19	16,18,19	42	30							
					20	20,22	52	38							
U-3	63	180	3000	4500	18,19	18,19	42	30	120	32	1.6	2.0	1°	1.8	0.0022
					20,22	20,22,24	52	38							
					-	25	62	44							
U-4	100	315	3000	4300	20,22,24	20,22,24	52	38	140	38	1.6	2.0	1°	3	0.004
					25	25,28	62	44							
					-	30	82	60							
U-5	160	500	3000	4000	24	24	52	38	160	45	1.6	2.0	1°	4.6	0.0084
					25,28	25,28	62	44							
					30	30,32,35	82	60							
U-6	250	710	2500	3600	28	28	62	44	180	50	1.6	2.0	1°	7.1	0.0164
					30,32,35	30,32,35,38	82	60							
					-	40	112	84							
U-7	315	900	2500	3200	32,35,38	32,35,38	82	60	200	56	2.0	2.5	1°	10.9	0.029
					40,42	40,42,45,48	112	84							
U-8	400	1250	2000	3000	38	38	82	60	220	63	2.5	3.0	3.6°	13	0.0448
					40,42,45	40,42,45,48,50	112	84							
U-9	630	1800	2000	2800	42,45,48,50,55	42,45,48,50,55,56	112	84	250	71	2.5	3.0	3.6°	20	0.0898
					-	60	142	107							

Type U



Structural properties:

The rubber element (tire body) is vulcanized and bonded to the metal pressure plate, and is directly connected with the two hubs with bolts during assembly.

Flexible, large damping and large compensation.

Simple structure and easy assembly. There is no need to move the coupling axially to change the tire body.

Disadvantage: As the torsion angle increases, considerable axial force is generated on the middle driven shaft.

Size No.	Rated Torque (Nm)	Instantaneous maximum torque(Nm)	Max. Allowable Speed (r.min ⁻¹)		Diameter of Finish Dore (d ₁ ,d ₂ ,d ₃ /mm)		Length of Finish Dore (d ₁ ,d ₂ ,d ₃ /mm)		D (mm)	B (mm)	Allowable compensation			Weight (Kg)	Rotary Inertia-J (Kg.m ²)
			Cast Iron	Steel	Cast Iron	Steel	Y type	J, J ₁ type			Axial	Radial	Angular		
U-10	800	2240	1600	2400	45*,48*,50,55,56	45*,48*,50,55,56	112	84	280	80	3.0	3.6	1° 30'	30.6	0.1596
					60,63,65	60,63,65,70	142	107							
U-11	1000	2500	1600	2100	50*,55*,56*	50*,55*,56*	112	84	320	90	3.0	3.6	1° 30'	39	0.2792
					60,63,65	60,63,65,70,71,75	142	107							
U-12	1600	4000	1600	2000	55*,56*	55*,56*	112	84	360	100	3.6	4.0	1° 30'	59	0.5356
					60*,63*,65*,70,71,75	60*,63*,65*,70,71,75	142	107							
					80	80,85	172	132							
U-13	2500	6300	1600	1800	63*,65*,70*,71*,75*	63*,65*,70*,71*,75*	142	107	400	110	4.0	4.5	1° 30'	81	0.8960
					80,85,90,95	80,85,90,95	172	132							
U-14	4000	10000	1400	1600	75*	75*	142	107	480	130	4.0	5.0	1° 30'	145	2.2616
					80*,85*,90*,95*	80*,85*,90*,95*	172	132							
					100,110	100,110	212	167							
U-15	6300	14000	1120	1200	90*,95*	85*,90*,95*	172	132	560	150	5.0	5.6	1° 30'	222	4.6456
					100*,110*,120*,125*	100*,110*,120*,125*	212	167							
U-16	10000	20000	1000	1000	100*,110*,120*,125*	100*,110*,120*,125*	212	167	630	180	5.0	6.0	1° 30'	302	8.0924
					130,140	130,140	252	202							
U-17	16000	31500	850	900	-	120*,125*	212	167	750	210	5.0	6.7	1° 30'	561	20.0180
					130*,140*,150*	130*,140*,150*	252	202							
					160*	160*	302	242							
U-18	25000	5900	750	800	-	140*,150*	252	202	900	250	5.0	8.0	1° 30'	818	43.0530
					160*,170*,180*	160*,170*,180*	302	242							